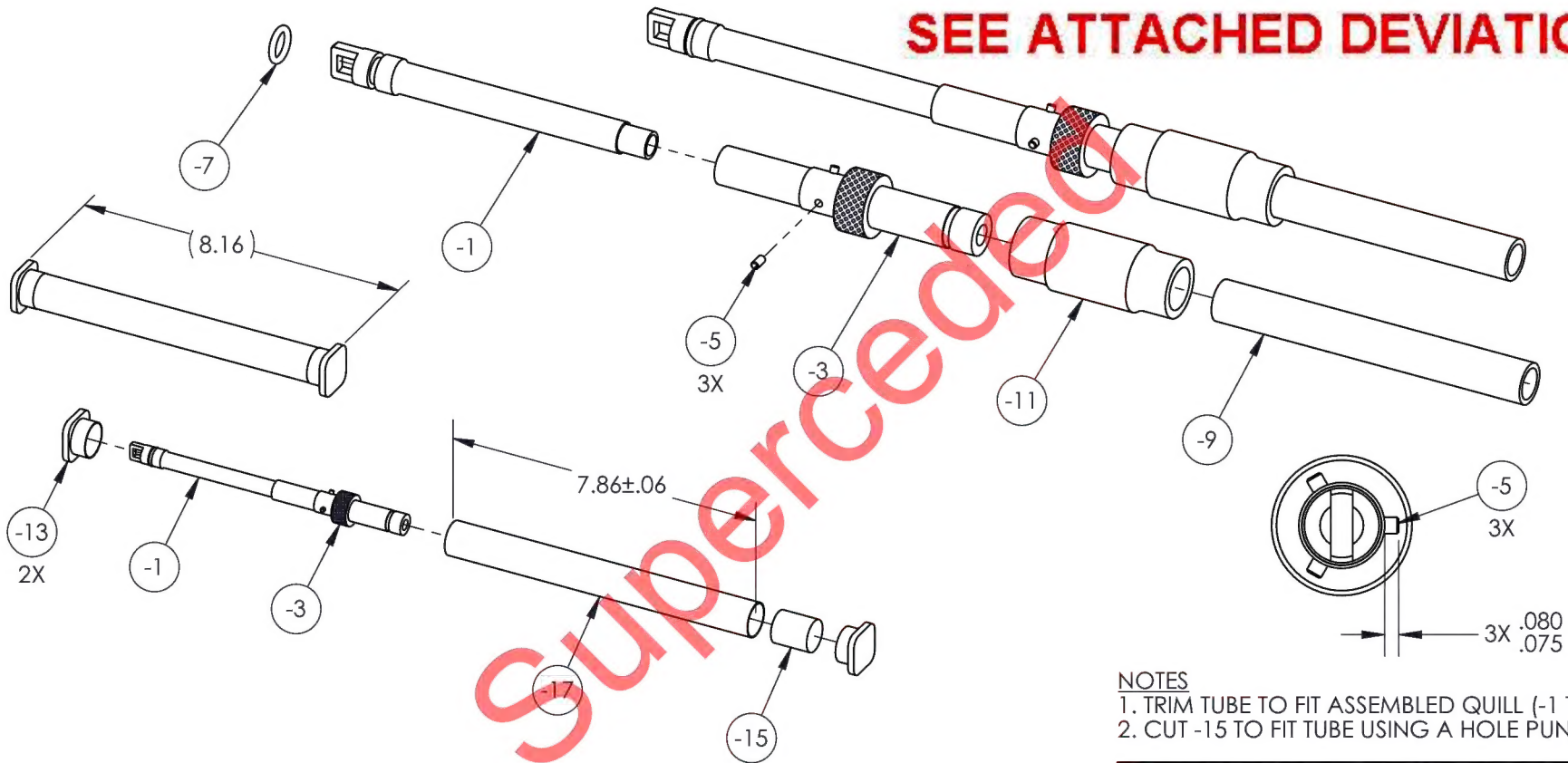


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REVISIONS				
REV	DESCRIPTION	DATE	INITIAL	APPROVED
A	ADDED JET RANGER INFO IN MODEL USED ON, AND REVISION LOG ON EACH PAGE	12/3/2009	WP	DW
B	CHANGED INCORRECT O-RING, WAS VITON 2-108, NOW VITON 2-011N70	12/21/2009	WP	DW
1	MODIFIED -3 TO USE WITH COUPLING, ADDED COUPLING, REMOVED CRIMP HOSE CLAMP, ADDED -13, -15, -17 EXPLODED VIEWS, UPDATED BOM.	7/26/2012	JAG	SE
2	CH'D KNURL WAS STRAIGHT IS MED.	2/12/2013	BIM	GE
2A	-1 CH'D DIM WAS $\varnothing.250 \pm .045$ IS $\varnothing.250 \pm .05$ MAX. -3 CH'D DIMS WAS 1.350 IS 1.35, WAS 3X $\varnothing.0933-.0937 \pm .0247$ EQUALLY SPACED IS 3X $\varnothing.0933-.0937 \pm .25$ EQUALLY SPACED, WAS $\varnothing.250$ THRU ALL IS $\varnothing.25$ THRU ALL. CH'D $\varnothing.75$ TO REFERENCE. -15 CH'D MATERIAL TO NEW PIG CORP. #PAD210. -17 CH'D LENGTH FROM 7.97 TO 7.86.	2/11/2014	JAG	RJC

**SEE ATTACHED DEVIATION**



#### NOTES

1. TRIM TUBE TO FIT ASSEMBLED QUILL (-1 THRU -7).
2. CUT -15 TO FIT TUBE USING A HOLE PUNCH.

ASSY QTY	ASSY QTY	B/O	Part #	UNIT QTY	Description	Material	B/O INFORMATION OR SPECIFICATIONS	PG.
			-1	1	EXTENSION	6061	$\varnothing 1/2 \times 4-1/4$	2
			-3	1	QUILL	6061	$\varnothing 3/4 \times 3-1/2$	3
		B/O	-5	3	DOWEL PIN	S.S.	$\varnothing 3/32 \times 3/16$ MCMaster-CARR #98380A433	1
		B/O	-7	1	O-RING	VITON	2-011N70 OR MCMaster-CARR #9263K642	1
		B/O	-9	1	HOSE	VINYL	$\varnothing 1/2$ O.D. x $\varnothing 3/8$ I.D. x 6ft KURI-TECH #K010-0608	1
		B/O	-11	1	COUPLING	NICKEL-PLATED BRASS	$\varnothing 1/2$ MCMaster-CARR #51495K116	1
		B/O	-13	2	CAP	VINYL	$\varnothing.79$ MCMaster-CARR #2044T65	1
		B/O	-15	1	FOAM	POLYESTER/POLYURETHANE	$\varnothing.80 \times 1$ NEW PIG CORP. #PAD210	1
		B/O	-17	1	TUBE	POLYETHYLENE	$\varnothing.79$ MCMaster-CARR #2044T45	1

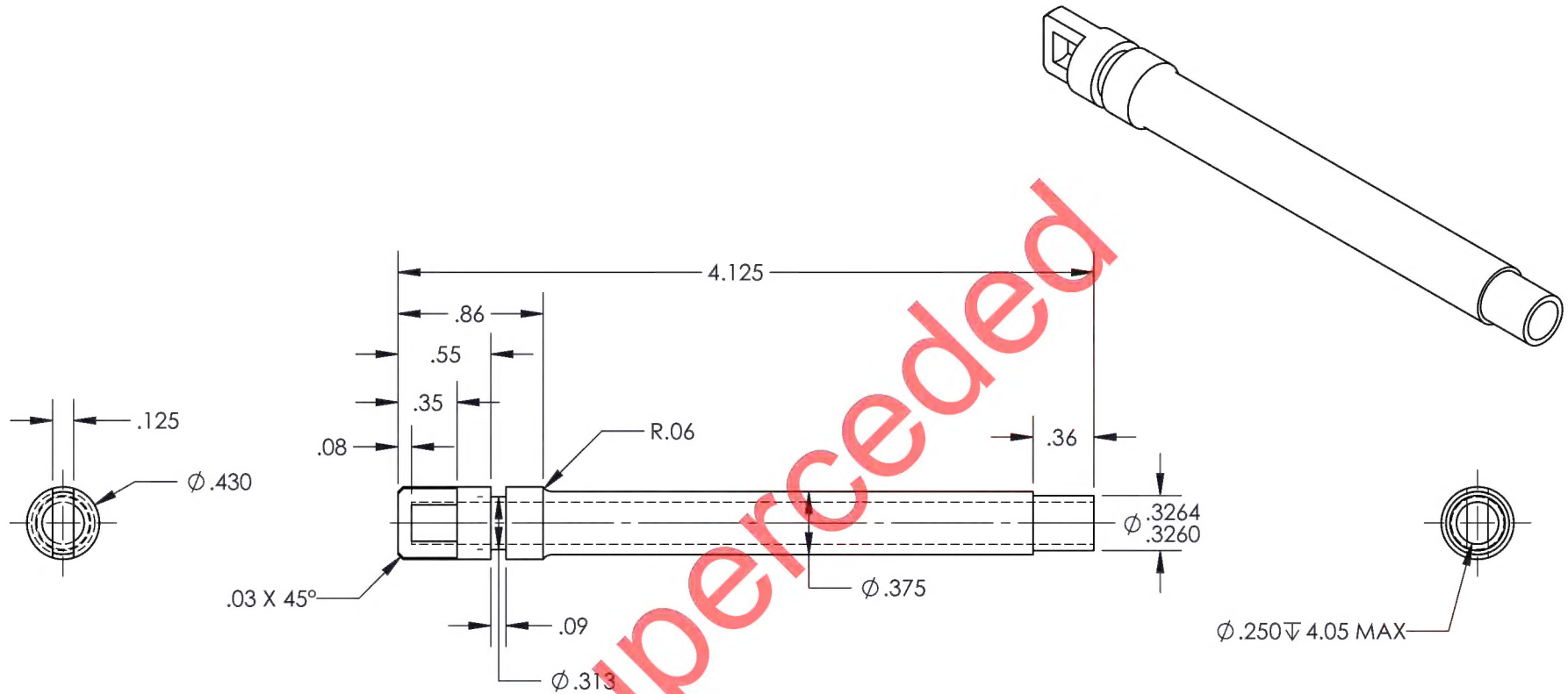


**RED BARN MACHINE**

TITLE		MAIN TRANSMISSION DRAIN TOOL	
DWG NO.	RB DB3182		REV 2A
MAT'L	UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES		DRAWN BY: PERRITT
.XXX ± .005	FRACTIONS ± 1/32		APPROVED <i>D Weil</i>
.XX ± .01	ANGLES ± 5°		HEAT TREAT
.X ± .1	1. BREAK ALL SHARP EDGES .015 x 45° OR .015R		FINISH
2. DIMENSIONAL LIMITS APPLY AFTER PLATING		SPEC	
SCALE 1:2		USED ON MODEL	
DATE 7/17/2008		206 JET RANGER	
		SHEET 1 OF 3	

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REVISIONS				
REV	DESCRIPTION	DATE	INITIAL	APPROVED
A	ADDED JET RANGER INFO IN MODEL USED ON, AND REVISION LOG ON EACH PAGE	12/3/2009	WP	DW
2A	-1 CH'D DIM WAS $\varnothing .250 \pm 4.045$ IS $\varnothing .250 \pm 4.05$ MAX.	2/11/2014	DPD	RJC

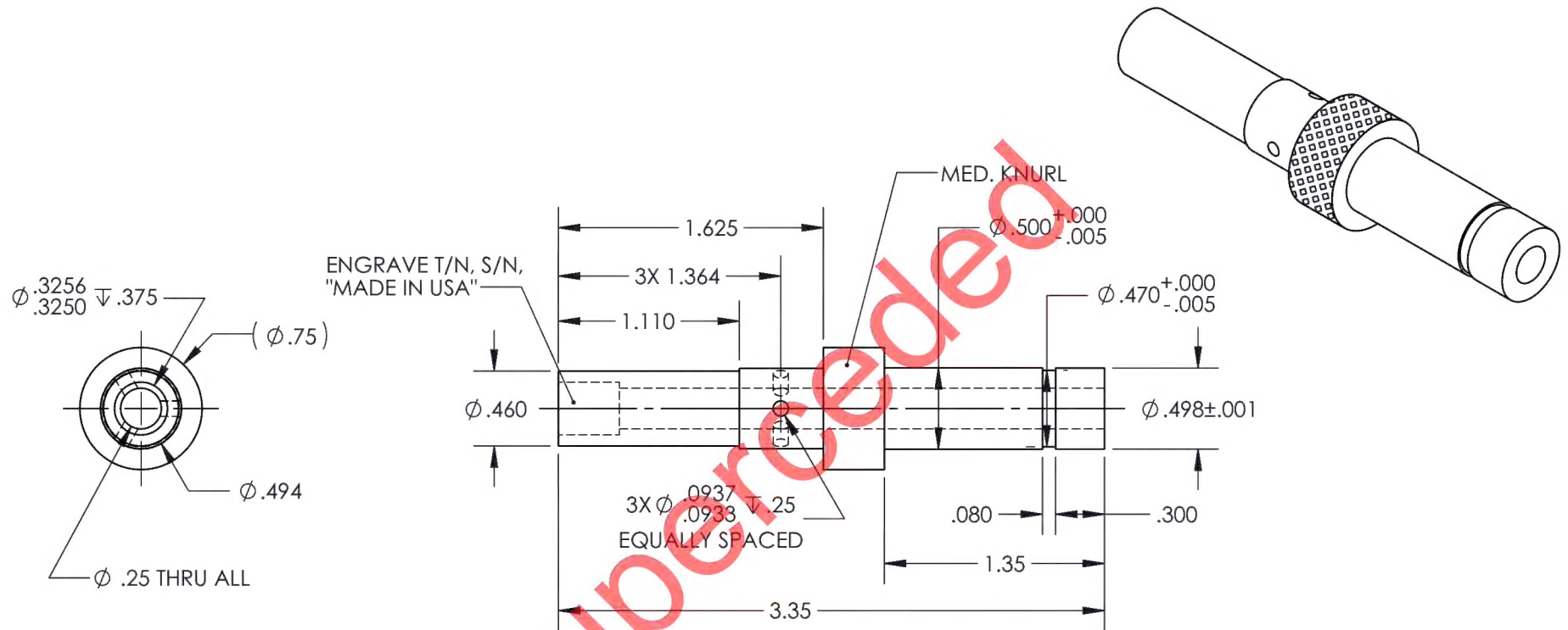


(-1)  
EXTENSION

<b>RED BARN MACHINE</b>	
TITLE MAIN TRANSMISSION DRAIN TOOL	
DWG NO. RB DB3182-1	REV 2A
MAT'L 6061	DRAWN BY: PERRITT
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES .XXX ± .005 FRACTIONS ± 1/32 .XX ± .01 ANGLES ± 5° .X ± .1	APPROVED <i>D Weil</i>
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	HEAT TREAT FINISH RED ANODIZE
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	SPEC MIL-A-8625F, TYPE II, CLASS II USED ON MODEL 206 JET RANGER
SCALE 1:1	DATE 7/17/2008 SHEET 2 OF 3

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REVISIONS				
REV	DESCRIPTION	DATE	INITIAL	APPROVED
A	ADDED JET RANGER INFO IN MODEL USED ON, AND REVISION LOG ON EACH PAGE	12/3/2009	WP	DW
1	INCREASED LENGHT FROM 2.812 TO 3.35, REMOVED BARB, ADDED GROOVE	7/26/2012	JAG	SE
2	CH'D KNURL WAS STRAIGHT IS MED.	2/12/2013	BIM	GE
2A	-3 CH'D DIMS WAS 1.350 IS 1.35, WAS 3X Ø.0933-.0937±.25 EQUALLY SPACED IS 3X Ø.0933-.0937±.25 EQUALLY SPACED, WAS Ø.250 THRU ALL IS Ø.25 THRU ALL, CH'D Ø.75 TO REFERENCE.	2/11/2014	DPD	RJC



**SEE ATTACHED DEVIATION**

③  
QUILL

<b>RED BARN MACHINE</b>	
TITLE <b>MAIN TRANSMISSION DRAIN TOOL</b>	
DWG NO. <b>RB DB3182-3</b>	REV <b>2A</b>
MAT'L 6061	DRAWN BY: <b>PERRITT</b>
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES	APPROVED <b>D Weil</b>
.XXX ± .005 FRACTIONS ± 1/32	HEAT TREAT
.XX ± .01 ANGLES ± 5°	FINISH <b>RED ANODIZE</b>
.X ± .1	SPEC <b>MIL-A-8625F, TYPE II, CLASS II</b>
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	USED ON MODEL
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	<b>206 JET RANGER</b>
SCALE <b>1:1</b>	DATE <b>7/17/2008</b> SHEET <b>3 OF 3</b>

Entered: \_\_\_\_\_ Date: \_\_\_\_\_

**WORK ORDER NON-CONFORMANCE / ROUTE UPDATE**

NCR No. \_\_\_\_\_

Route update only ☐

Job: _____  Part No. <u>RB DB3182 Rev. 2A</u>	<b>DISPOSITION</b>  Rework <input type="checkbox"/> Scrap <input type="checkbox"/> Use-as-is <input type="checkbox"/>	<b>DEPARTMENT/PROCESS</b>  <div style="display: flex; justify-content: space-between;"> <div>           Skid-tube <input type="checkbox"/>            Machining <input type="checkbox"/>            Large Fab <input type="checkbox"/> </div> <div>           Cross tube <input type="checkbox"/>            Small Fab <input type="checkbox"/>            Finishing <input type="checkbox"/> </div> <div>           Eng. (Non-AW) <input type="checkbox"/>            Prod. Eng. Coord. <input type="checkbox"/>            Rec/Store/Packaging <input type="checkbox"/> </div> <div>           Engineering <input type="checkbox"/>            Water Jet <input type="checkbox"/>            Supplier Quality <input type="checkbox"/> </div> </div>		
Date : _____	Sequence #: _____	QTY Affected : _____	<b>MRB (QSI042)</b>  Oct 30, 2018	
<b>Description Work Order Deviation</b>		<b>Disposition</b>		<b>Completed By</b>
Kuri-Tech Hose (K010-0608) easily pulls out of Coupling (McMaster Carr 51495K116)		Install a 1.0" long, 0.38" OD, 0.25" ID piece of Stainless Steel into one end of the Kuri-Tech Hose until flush.  Attach the modified end of the Kuri-Tech Hose to the Coupling before placing tool into packaging (if applicable).  This deviation is acceptable.  The fit, form and function of the part will be as originally intended.		<b>Lead hand / Supervisor</b>   
				<b>QC / QA Coordinator</b>   
<b>Root Cause</b>		<b>FAULT CATEGORY</b>		
<div style="display: flex;"> <div style="flex: 1;">           Operator <input type="checkbox"/>            Manufacturing Process <input type="checkbox"/>            Equip/Tooling <input type="checkbox"/>            Handling/Presservation <input type="checkbox"/>            Material <input type="checkbox"/>            Product Improvement <input checked="" type="checkbox"/> X            Process Improvement <input type="checkbox"/>            Human Factors <input type="checkbox"/> </div> <div style="flex: 1;"> <input type="checkbox"/> Pressure/Forced  <input type="checkbox"/> Bending  <input type="checkbox"/> Crushing  <input type="checkbox"/> Cracks  <input type="checkbox"/> Crimp/Kink/Ripple/Wave/Twist  <input type="checkbox"/> Marks/Chatter  <input type="checkbox"/> Mislabeled         </div> </div>		<div style="display: flex;"> <div style="flex: 1;"> <input type="checkbox"/> Contamination  <input type="checkbox"/> Misaligned/off center  <input type="checkbox"/> BOM/Route  <input type="checkbox"/> Broken/Damage/Defect  <input type="checkbox"/> Incomplete/Unclear Instructions  <input type="checkbox"/> Drill Holes  <input type="checkbox"/> Fit/Function         </div> <div style="flex: 1;"> <input type="checkbox"/> Power Loss/Surge  <input type="checkbox"/> Folio/Program  <input type="checkbox"/> Grain Direction  <input type="checkbox"/> Weld  <input type="checkbox"/> Wrong Stock Pulled  <input type="checkbox"/> Out of Sequence  <input type="checkbox"/> Off-set/Set-up         </div> <div style="flex: 1;"> <input type="checkbox"/> Positioned Wrong  <input type="checkbox"/> Outside Tolerance  <input type="checkbox"/> Drawing  <input type="checkbox"/> Finish  <input type="checkbox"/> Part Lost/Missing  <input type="checkbox"/> Misread         </div> </div>		
Other/Details: _____				